

MAILS EXPECTED

THE ENGLISH MAIL.

The P. and O. steamer *Guadalupe*, with the next English mail, left Singapore at 5 P.M. on the 12th, and may be expected here on the 19th instant.

POST-OFFICE NOTICES.

A MAIL WILL CLOSE
 For Shanghai, Yokohama, and Hiogo.—Per *Month*, to-day, the 17th inst., at 11.30 A.M.
 For Manila.—Per *Penedo*, to-day, the 17th inst., at 3.30 P.M.
 For Singapore.—Per *Sarpeden*, to-day, the 17th inst., at 4.30 P.M.
 For Amoy, Tamsui, and Taiwanfoo.—Per *Al*

bay, to-day, the 17th instant, at 5 P.M.
 For Straits Settlements.—Per *Hindustan*, on
 Saturday, the 20th instant, at 230 P.M.
 For Swatow, Amoy, and Eecchow.—Per
Douglas, to-day, the 17th inst., at 5 P.M.
 For Yokohama, via Kobe.—Per *Samida-Maru*,
 on Friday, the 19th instant, at 5 P.M.

His Excellency the Governor is pleased to
 order, under Section XII. of the Post Office
 Ordinance, 1876, that the Late Fee charged on
 Correspondence posted after certain hours in
 Europe, America, the Australasian Colonies
 Shanghai, &c., shall be 10 Cents, instead of 15

MAILS BY THE FRENCH PACKET.
The French Contract Packet "AVA" will be despatched on WEDNESDAY, the 17th of March, with Mails to and through the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, India (via Madras), Australia, New Zealand, Tasmania, Fiji, Aden, Suez, and Alexandria.

MAILS BY THE BRITISH PACKET.
The British Contract Packet "KAISAR-HIND" will be despatched on WEDNESDAY, the 24th inst., with Mails to and through the

United Kingdom and Europe, etc Brindisi; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar; to the East Indies, for forwarding Correspondence to Mauritius, E. Africa, the Cape St. Helena, and Ascension.

N.B.—This Packet carries no mails for the Australian Colonies.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE REGULAR MAILS OF DEPARTURE.

5 P.M., Money Order Office closes.

5.30 P.M., Post Office closes till 8 P.M., except the night box, which is always open up to 9 P.M. hours.

8 P.M., Post Office open.

10 P.M., Registry of Lotteries opens. Posting all printed matter and patterns closes.

10 P.M., Mails closed, except for Late Letters.

Fee of 10 cents until
10.30 p.m., when the Post Office closes entirely.
10.40 p.m., Late Letters may be posted on board
the Packet with Late Fee of 18 cents until
time of departure.

THE FRENCHEMAN MAIL.—DAY BEFORE DEPARTURE
5 p.m., Money for the Office closes. Post Office
closes except the packet box, which is always
open out of office hours.

DAY OF DEPARTURE.
7 a.m., Post Office opens.
10 a.m., Registry of Letters closed.—Posting of
all printed matter and patents closes.
11 a.m., Mail closes, except for Late Letters.
11.30 a.m., Letters may be posted with Late Fee
of 10 cents until
11.30 a.m., when the Post Office closes entirely.
11.40 a.m., Late Letters may be posted on board

the packet with Late Fee of 18 Cents until time of departure.

MAILS BY THE UNITED STATES PACKET.

The United States' Mail Packet "CITY OF PEKING," will be dispatched on MONDAY, the 22nd March, with Mails for Japan, S. France, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

0.15 P. Registry closes.

0.30 P. Post Office closes, but Letters (except for Ken-Union, Countries) may be posted aboard the Packet, with Late Fee of 10 non-excess Postage until the time of departure.

0.35 P. Post Office closes, but Letters (except the Bahamas and Egypt), Monte Yid, Paraguay, and Uruguay, cannot be sent by the route.

REGULATIONS AS TO SOLDIERS' AND SAILORS' LETTERS.

1.—Privates to H.M. Army or Navy, Non-commissioned Officers, and Sailors, may send

1.—(not Superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom via Brindisi or via Marseilles at the rate of four cents (twopence) each, which may be prepaid either in Imperial or in Hong Kong Stamps.

2.—The same privileges apply to letters addressed to the Privates and Non-commissioned Officers named above.

3.—All such letters prepaid at the former rate of two cents (one penny) will be forwarded to us from the United Kingdom by private steamer and not by the mail packets.

4.—Private steamers leave Hongkong for London about every ten days, and are from six to seven weeks on the voyage.

5.—The letters must not exceed half an ounce. No handkerchiefs, jewellery, &c., can be sent even with the ends open.

6.—If from a Soldier or Sailor his class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c., in full.

7.—If to a Soldier or Sailor, his class and description with name of regiment, ship, &c., must

be stated in full.

8.—Soldiers and Sailors have no privilege with regard to books or papers, nor can these be prepaid with Imperial Stamps.

* But not Warrant Officers, viz.—Assistant Engineer, Gunner, Boatswain, or Carpenter.

TRA MUSTERS.

Persons who send MUSTERS of Tea through the Post in Tins are requested to have them made flat or square instead of round, as it is impossible to pack round tins securely in the mail bags. It is believed that the tea will travel

more easily in that class, which are not so much as round ones to be bulged in:
4 by 3 by 14 inches is suggested as a good size. The fins should not have sharp corners.

-To provide means of remitting small sums of money to or from this Colony and between the Ports of China, the Postmasters and Agents of this Office are allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

The Stamps tendered for sale must not exceed \$50 in value, must be perfectly clean, in good condition, and in strips of at least two,

no separate stamps will be surcharged. The must be presented personally or accompanied by a note.

Letters containing Stamps should be registered, and the Stamps should be secured from observation.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 8 cents.

per half ounce as usual. This Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

A Pillar-Box has been established at the West Point Police Station (opposite the Sailors' Home), and another at the South front of the Harbour Department.

The hours of clearance are as follows:—

	A.M.	P.M.	P.M.
West Point	10.10	2.10	4.10
Harbour Department	10.15	2.15	4.15

Letter survive at the Post Office. 10.30⁰⁰ 2.30⁰⁰ 4.45⁰⁰
Correspondence of all kinds posted in either box before the first clearance on mail day will be in time for the Homeward Mail.
All correspondence for Hongkong will be delivered the same day.
Residents who keep a postage account with this Office may post local correspondence in these boxes without stamps, provided the sender's name or recognised device appears on each article.
Local correspondence means that for Hongkong, Bangkok, or the Ports of China.
Mails closing at this hour will be kept open till 11.00.

THE DAISY AND THE CHILD
 the sun began to fade,
 asking way for evening shade,
 very little daisy white
 nodded up her petals light.
 and a little curious child,
 among the pastures wandering wild,
 asked them what they did it for
 when they looked so nice before.
 little daisy answer made;
 "I am sweetest after shade;
 I should not be half so bright
 we did not sleep all night.
 so night winds are dark and cold
 we snugly-us unfold;
 and, little daisies, then hasten best
 to their home to try warm nest."

An intelligent and observing American who has been spending several years in England says that one of the objections he makes to that country is that the Queen's subjects, especially the educated and the well-to-do, talk, and act, in a way that he asserts that the Englishman does not appear to have more than 200 words in his vocabulary, and these he employs continually with exactly the same intonation, until a sensible person, accustomed to any variety of speech, is nearly driven distracted by what Fulbright calls "damnable iteration." Mr. Fulbright says, "You think I am a little thick," "Great fun," "Wonderful," "clever," "Fancy, now," "Really, now," "I say," "Awfully jolly," "Run," "Nice," "Desatly," "You know," "My dear boy," "Do, please," "That sort of thing," "The proper thing," and a few other phrases were taken away from him, the American believes, in a deal of money to oblige him. There is a good deal of no-beyond-doubt, in English society, partly because the English are not as a people very quick-witted; they have little fluency; they don't want to talk, and they are hostile, socially, to individuality or anything like it. The English, on the other hand, think we talk too much, and too much sense. Perhaps a medium between the two would be desirable, and it is likely to come, for we are learning something from one another constantly.—*New York Times.*

An interesting account of waterspouts observed on November 10th, 1879, off Cape Spada, west of Cannes, by Herr Miksche, has been communicated by him to the Royal Academy. About 3 a.m. some thunder-clouds in the west, near the sea, reached their zenith only after noon. One in advance, very black, and low-hanging, gave, about ten minutes to one o'clock, the phenomenon of the waterspout, a thick descending column, of milk-white appearance, being formed from it. The amount of downward syringing force was approximately estimated to be "the fact that the wind was blowing from the east, and that some eighteen miles one could distinctly see with the naked eye a high round pedestal, formed by the foaming sea-water, like the acule of a monument. After ten minutes' duration, the column lost its conical form and began to assume a rectangular one; while at the extreme eastern point of the cloud a second waterspout was formed, colored in the shade of the same hue, but less intensely as the first. To this column also the sea presented a pedestal visible to the eye. For fully five minutes the water discharge continued with like intensity in both trombes. Precisely at five minutes after 1 p.m., i.e., about a quarter of an hour after formation of the first trombe, an angular discharge of water, falling outside the trombe, took place from the clouds just above the part into the sea; then the trombe suddenly ceased, only the pedestal continuing some time to show where it had been. The second trombe remained unaffected five minutes longer, then was extinguished without lightning discharge, and withdrew to the original position of the storm. As the first display of natural forces was quickly finished at 1.16 p.m.; the clouds then retiring and pursuing their course eastwards.

—*Nature.*

Some two years ago, while acting, in addition to my usual duties, on behalf of the Agent-General for Queensland, a young Irish girl of about 17 years of age, with a face beamed with an angelic light, best price, applied for a passage under Government to Queensland. She had not a penny of money, she said, and, in no winning way, begged I would obtain a free passage for her. Her father, she said, was dead, and her mother, who lived at Dinns, was old and very poor. She, in addition, had no money. I was, however, advanced to her £1 on a passage ticket, and the Queensland Government to enable her to pay her train fare to the ship lying at the East India Docks, London. On the morning of her departure she came to the Footscray-Railway Station with her mother, an active, little old woman. Here they were met by several friends, and for some time they stood together. The poor old woman, with tears rolling over her face, seemed as if unable to withdraw her gaze from the face of her little girl, who was in tears too. It was a most touching scene, and to me, who knew the low condition of the poor girl's pocket while thus severing herself from her mother, and the few poor friends who in the west were all that she had, and who was in a strange distant country, the scene was more affecting than I care to describe. The train rolled into the station; then followed connection, as the emigrants hurried with their luggage into the train. I observed that all the luggage the little Irish girl had was in a small bundle, which she carried in the west wind. I saw her have it conveyed to her luggage van, and she carried it in her hand into the train. The excitement of the dear old mother was so great that I feared she would be taken seriously ill; she wept, and clasped and opened her hands incessantly; then, lifting both hands and closing her eyes, moved her head and closed her mouth. "Hush!" from the sea and wind prayer. "Watch over her poor little girl." I stepped to the carriage-window at which the little girl stood with swimming eyes, and asked her "how much money will you have after paying your train fare?" Only a shilling, sir," was the reply. "I have come to buy some few things for the pound?" "No," she answered, "no more, silently away, and many friends on the platform signalled farewell to departing friends, who acknowledged it through their tears. But somehow the aged mother and daughter had my chief attention. On a Wednesday, 15 months afterwards, while leaning on the Footscray Platform, I was attracted by an old woman whose brogue indicated she was a daughter of Erin, and whose face seemed familiar to me, and she thrust a letter into my hand. "What is this?" I asked. "Shure, your honour," was the reply, "a letter from my Mary, and she bad you will let me see it." I handed the letter to her, and she, to the delighted mother, freely interrupted, with much fervency, with expressions in Erse. When I came to that part of it in which the daughter told her mother that she had secured a post-office order for £3, the first money she had saved, I present for her, the poor old mother wept copiously. A few days afterwards, the same Mary again £35 to her mother, and £25 to another again £25 to assist them to come out to that beautiful country." She is in a good situation, and all who want to make her happy is to have, "my mother, to see her sometimes!"

MR. GEORGE ELLIOT, BART., IN PARS-STREET.

On the day that Lord Beaconsfield, then Mr. Disraeli, inaugurated the statue of the late Lord Derby in Parliament-square, and pronounced the pithy and famous speech which was afterwards commemorated, but inspiring, there stood on the opposite side of the small enclosed space a short active-looking man, with feet planted wide apart and hands plunged deeply into those enormous trousers which were pocketed with a richness worthy of any hangar-on which is particularly remarked, are 'so remarkably well lined.' The short gentleman, who wore his shirt at a knowing angle, kept his singularly bright and prominent eyes full upon the speaker until the latter sat down, and then, after a brief interval, the Conservative gentleman rose. Hereupon the short gentleman became the centre of a group of well-known leaders of the Conservative ranks, and the fair by-standers who had previously failed to recognise 'him' discovered that he was no other than the late Lord Beaconsfield. Sir George Elliot, just then fighting for his life, was in Lord Durham.

The Government, which had just obtained power at the head of an overwhelming majority; had lost no time in marking its sense of the services Mr. Elliot had rendered to Conservatism. One of the chief treasures of the spacious house at the corner of Park street, Park-lane, is an autograph letter of the late Mr. Elliot, announcing in the most flattering terms the grounds on which his name had been speedily commended for a baronetcy to the notice of the Queen. 'I recommending you to Her Majesty for this high distinction,' wrote Mr. Disraeli, 'I have been actuated not so much by the recollection of your valuable services to the country as by the knowledge of the various labours you have undergone for the good and honourable life.' This stroke of Lord Beaconsfield's pen would, it might be thought, suffice for biographical notice of Sir George Elliot, were it not that the house of Stanley, contains much not only so commensurate, but to inspire such a record of our rise from a distinguished millionnaire to a poor man, and fortune by sound economy, to his motto, 'Labor et Veritas,' and who, in accumulating wealth and acquiring dignities, has lost no atom of the easy *bonhomie* and gentle kindness by which he distinguished his first important position in the world—that of a mining engineer to the late Duke of Devonshire, and his residence at Aberraman, Londonberry.

It is a huge roudell and a handsome house, and is a curious sketch by Alfred Dove, full of character, but hardly a caricature, of George Elliot speaking from the hustings to the electors of Durham, in full view of the statue of that gallant 'Stewart' Duke of Wellington. It is a picture of an animated man, in the life of the moment, and with Durham, but is hardly precise so much as a gigantic picture by the late Sir Francis Grant, for which no space could be found in any of the rooms in Park-street. It has accordingly been hung there, in the places of honour on the staircase, and at the first glance seems to the onlooker, as if the ornament to the cabinet, and the man who has achieved success by the without venturing into the mazes of speculation, and whose commercial, like his political, record is without stain. It is neither more nor less than the portrait of George Hudson, sometime the Railway King, at whose table peers and peeresses were glad to find a place while the second John Law had walked away with his pen. For the Duke of Devonshire, however, must be admitted that its slenderness in taking the Duke of Devonshire was fully equalled by the soundness with which it let him go again when he got into trouble.

[illegible]

and had 'em built. It never occurred to homely old York-landsparrer to tell tell the fine friends who deserted him. One's of him, told in Sir George Elliott's book and been repeating. It was at the time atmospheric railways were put forward, and the fine friends of the fine Wellingtonians, that is, the fine Spayley House. There were two great state present, each of whom around him a select band of satellites. One of these stars was the late Prince Consort, the other the Railway King, Prince Alfred, with his useful industry, had been acquainted with, and was anxious to Hudson's opinion thereon. Enquiries from one camp to the other, intimating desire of the Prince to know Mr. Alfred, who was duly brought up and introduced the Prince Consort soon ascertained he thought the railway was a pity enough. 'A thick humping, poor Royal Highness, the

is gratifying to know that years after the collapse of the Railway King the lawless contenting Whitty came to a good end. Mr. Elliot's favor, and that the destination that smart and watering-places is likely to justify the extraordinary foresight of a man who planned the Midland Railway. It is hardly necessary to add that the fortune of Whitty are being pushed by Sir G. Elliot, who, with his soft voice and pleasant manner, has a wonderful knack of carrying out great enterprises. Of old, the W. & A. Harbour Commission was a close corporation.

embodied by election without appeal to the people, but a Bill carried last Session established it on a broader and sounder basis, by securing borrowing powers for future improvements of the town and harbour. As the water-works place, which has been polluted and a regular nuisance, and is promulgated with a regular nuisance, which Sir George Elliot has secured to be single-handed, and which will be regularly granted to visitors this year, will be required to compare favourably with every structure of its class in the kingdom.

Why is only one of the many great enterprises owned or controlled by Sir George Elliot? A partner in the firm of Glass, Elliot, & Co., which was merged into the Telegraph Construction and Maintenance Company, he played as important a part in its living line in the commercial establishment of submarine telegraph, and in bringing about the telegraphic communication with Australia. At Longdon Hall, in North Durham, he receives at certain periods the reviewers from the various colonies he owns in the county of Durham, where, as mining engineer, he made the first stride towards fortune, and where he is the most popular of men with all classes of the community. Throughout the County Palatine it would be difficult to find a place in which his name is not both known and respected as that of a Durham man of whom the people are justly proud, whether they agree with his political views or those of Mr. Palmer.

Another of his ventures in which he has a share is the docks and is the managing partner in the Messrs. Duffell Colliery Company in Glamorganshire. This association works nearly a dozen great pits, any one of which

DEPARTMENT OF COMMERCE ON FEB 16 PM

REPORT BY CRIMINAL JUSTICE

American Drills, 30 yards, per piece	...	\$2
American Drills, 15lb., per piece	...	\$3

[illegible]

Apr. 1880. Blankets, 9 lbs., per pair.
Blankets, 10 lbs., per pair.

	Blankets, 16 lb., per pair.
	Blankets, 12 lb., per pair.
	Cumtets, SS, per piece.
.35 to 2.70	Cumtets, SS, per piece.
.70 to 3.50	Cumtets, SS, per piece.
.10 to 1.10	Cumtets, SS, per piece.
.10 to 1.20	Cumtets, SS, per piece.
.10 to 1.30	Cumtets, SS, per piece.
.10 to .90	Cumtets, SS, per piece.
.70 to 1.75	Long Ellis, M Scarlet, per yard.
.60 to 3.85	Long Ellis, M Scarlet, per yard.
.65 to 3.70	Long Ellis, H Scarlet, per yard.
.50 to 5.00	Long Ellis, H Scarlet, per yard.
.10 to 2.15	Long Ellis, H Scarlet, per yard.
.70 to 2.75	Spanish Stripes, per yard.

1.65 to 1.75	Iron, Hull, per picul.....
1.95 to 2.15	Iron, Hoop, per picul.....
2.25 to 2.45	Iron, Bar, per picul.....

[illegible]

\$4.15 to	4.75	Camphor, B
\$4.95 to	5.25	Camphor, B

[illegible]

taróca, clean, per picul	\$3,500 to 3,750
taróca, per picul	\$1,800 to 1,900

[illegible]

050 Peas, Black, per picul. 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300 310 320 330 340 350 360 370 380 390 400 410 420 430 440 450 460 470 480 490 500 510 520 530 540 550 560 570 580 590 600 610 620 630 640 650 660 670 680 690 700 710 720 730 740 750 760 770 780 790 800 810 820 830 840 850 860 870 880 890 900 910 920 930 940 950 960 970 980 990 1000 1010 1020 1030 1040 1050 1060 1070 1080 1090 1100 1110 1120 1130 1140 1150 1160 1170 1180 1190 1200 1210 1220 1230 1240 1250 1260 1270 1280 1290 1300 1310 1320 1330 1340 1350 1360 1370 1380 1390 1400 1410 1420 1430 1440 1450 1460 1470 1480 1490 1500 1510 1520 1530 1540 1550 1560 1570 1580 1590 1600 1610 1620 1630 1640 1650 1660 1670 1680 1690 1700 1710 1720 1730 1740 1750 1760 1770 1780 1790 1800 1810 1820 1830 1840 1850 1860 1870 1880 1890 1900 1910 1920 1930 1940 1950 1960 1970 1980 1990 2000 2010 2020 2030 2040 2050 2060 2070 2080 2090 2100 2110 2120 2130 2140 2150 2160 2170 2180 2190 2200 2210 2220 2230 2240 2250 2260 2270 2280 2290 2300 2310 2320 2330 2340 2350 2360 2370 2380 2390 2400 2410 2420 2430 2440 2450 2460 2470 2480 2490 2500 2510 2520 2530 2540 2550 2560 2570 2580 2590 2600 2610 2620 2630 2640 2650 2660 2670 2680 2690 2700 2710 2720 2730 2740 2750 2760 2770 2780 2790 2800 2810 2820 2830 2840 2850 2860 2870 2880 2890 2900 2910 2920 2930 2940 2950 2960 2970 2980 2990 3000 3010 3020 3030 3040 3050 3060 3070 3080 3090 3100 3110 3120 3130 3140 3150 3160 3170 3180 3190 3200 3210 3220 3230 3240 3250 3260 3270 3280 3290 3300 3310 3320 3330 3340 3350 3360 3370 3380 3390 3400 3410 3420 3430 3440 3450 3460 3470 3480 3490 3500 3510 3520 3530 3540 3550 3560 3570 3580 3590 3600 3610 3620 3630 3640 3650 3660 3670 3680 3690 3700 3710 3720 3730 3740 3750 3760 3770 3780 3790 3800 3810 3820 3830 3840 3850 3860 3870 3880 3890 3900 3910 3920 3930 3940 3950 3960 3970 3980 3990 4000 4010 4020 4030 4040 4050 4060 4070 4080 4090 4100 4110 4120 4130 4140 4150 4160 4170 4180 4190 4200 4210 4220 4230 4240 4250 4260 4270 4280 4290 4300 4310 4320 4330 4340 4350 4360 4370 4380 4390 4400 4410 4420 4430 4440 4450 4460 4470 4480 4490 4500 4510 4520 4530 4540 4550 4560 4570 4580 4590 4600 4610 4620 4630 4640 4650 4660 4670 4680 4690 4700 4710 4720 4730 4740 4750 4760 4770 4780 4790 4800 4810 4820 4830 4840 4850 4860 4870 4880 4890 4900 4910 4920 4930 4940 4950 4960 4970 4980 4990 5000 5010 5020 5030 5040 5050 5060 5070 5080 5090 5100 5110 5120 5130 5140 5150 5160 5170 5180 5190 5200 5210 5220 5230 5240 5250 5260 5270 5280 5290 5300 5310 5320 5330 5340 5350 5360 5370 5380 5390 5400 5410 5420 5430 5440 5450 5460 5470 5480 5490 5500 5510 5520 5530 5540 5550 5560 5570 5580 5590 5600 5610 5620 5630 5640 5650 5660 5670 5680 5690 5700 5710 5720 5730 5740 5750 5760 5770 5780 5790 5800 5810 5820 5830 5840 5850 5860 5870 5880 5890 5900 5910 5920 5930 5940 5950 5960 5970 5980 5990 6000 6010 6020 6030 6040 6050 6060 6070 6080 6090 6100 6110 6120 6130 6140 6150 6160 6170 6180 6190 6200 6210 6220 6230 6240 6250 6260 6270 6280 6290 6300 6310 6320 6330 6340 6350 6360 6370 6380 6390 6400 6410 6420 6430 6440 6450 6460 6470 6480 6490 6500 6510 6520 6530 6540 6550 6560 6570 6580 6590 6600 6610 6620 6630 6640 6650 6660 6670 6680 6690 6700 6710 6720 6730 6740 6750 6760 6770 6780 6790 6800 6810 6820 6830 6840 6850 6860 6870 6880 6890 6900 6910 6920 6930 6940 6950 6960 6970 6980 6990 7000 7010 7020 7030 7040 7050 7060 7070 7080 7090 7100 7110 7120 7130 7140 7150 7160 7170 7180 7190 7200 7210 7220 7230 7240 7250 7260 7270 7280 7290 7300 7310 7320 7330 7340 7350 7360 7370 7380 7390 7400 7410 7420 7430 7440 7450 7460 7470 7480 7490 7500 7510 7520 7530 7540 7550 7560 7570 7580 7590 7600 7610 7620 7630 7640 7650 7660 7670 7680 7690 7700 7710 7720 7730 7740 7750 7760 7770 7780 7790 7800 7810 7820 7830 7840 7850 7860 7870 7880 7890 7900 7910 7920 7930 7940 7950 7960 7970 7980 7990 8000 8010 8020 8030 8040 8050 8060 8070 8080 8090 8100 8110 8120 8130 8140 8150 8160 8170 8180 8190 8200 8210 8220 8230 8240 8250 8260 8270 8280 8290 8300 8310 8320 8330 8340 8350 8360 8370 8380 8390 8400 8410 8420 8430 8

39	Pear, Green, <i>Coma</i> , per piece.....	2.09
40	Pear, Brierly, per piece.....	2.09
41	Potatoes, <i>Papa</i> , per bushel.....	2.09
42	Peachnut, per piece.....	2.10
43	Rhinoeorns, <i>Horn</i> , per piece.....	2.10
44	Rhinoeorns, <i>Horn</i> , Medium, per piece.....	2.10
45	Rice, <i>Slam No. 1</i> , per piece.....	2.10
46	Rice, <i>Slam No. 1</i> , per piece.....	2.10
47	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
48	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
49	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
50	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
51	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
52	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
53	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
54	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
55	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
56	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
57	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
58	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
59	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
60	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
61	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
62	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
63	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
64	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
65	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
66	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
67	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
68	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
69	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
70	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
71	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
72	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
73	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
74	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
75	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
76	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
77	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
78	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
79	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
80	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
81	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
82	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
83	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
84	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
85	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
86	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
87	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
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89	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
90	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
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95	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
96	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
97	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
98	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
99	Rice, <i>Slam</i> , No. 1, per piece.....	2.10
100	Rice, <i>Slam</i> , No. 1, per piece.....	2.10

DESTINA.	DATE O
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VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND REG.	TONS.	CONSIGNER.	TICHO.	VESSEL.	ARRIVAL.	CAPTAIN.	AND REG.			
HONGKONG.							YOKOHAMA.						
STEAMERS.							IN PORT ON 6TH MARCH, 1891.						
Albany	Mar. 16	F. Ashton	Brit. str.	936	D. Laprak & Co	Amoy	Anna Bertha	—	Krauss	Ger. bk	468	Ting Hong Tye	
Amoy	Mar. 16	Lorimer	Fr. str.	1907	Messageries Maritimes	—	Coldstream	—	Morgan	Brit. bk	544	Simon, Hoy & Co	
Avon	Mar. 15	Robland	Fr. str.	3145	Messageries Maritimes	—	Morcelles	Gustav	Johnnsson	Ger. bg	230	H. B. Schulin	
Bounty	Mar. 8	Potter	Brit. str.	1119	Jardine, Matheson & Co	—	Shanghai	Lotte	Sept. 27	Wilson	Brit. str.	25	Humphreys & Co
Bombay	Mar. 15	Goggins	Brit. str.	740	Kwok Achong	Swallow	Mary T. Behn	Oct. 22	Peterson	Ger. soh	72	P. Behn	
Caribbeekoe	Mar. 10	Wharton	Brit. str.	5078	Man Hing & Co	Swallow	Matinee	Oct. 24	Lenard	Amr. sch	35	Walsh, Hall & Co	
City of Peking	Mar. 12	Alford	Brit. str.	1167	P. M.S. Co	East Coast	North Star	Oct. 27	Janzen	Rus. sch	64	Hobbs & Co	
Canton	Mar. 13	J. Corrie	Brit. str.	869	D. Sasson, Sons & Co	Olango	Olango	Jan. 27	Janzen	Rus. sch	68	Smith, Bell & Co	
Douglas	Mar. 16	Young	Brit. str.	781	D. Laprak & Co	Peter	Peter	Oct. 17	Janzen	Rus. sch	146	Walsh, Hall & Co	
Poochow	Mar. 3	J. Thomas	Brit. str.	809	Bathfield & Swire	Howtow	Pioneer	Oct. 17	Maiss	Rus. sch	73	Walsh, Hall & Co	
Hainan	Mar. 10	Conner	Brit. str.	381	Russell & Co	Canton	Virid	—	Peterson	Brit. bk	238	Olvan & Co	
Hindostan	Feb. 7	McDonnell	Brit. str.	997	D. Sasson, Sons & Co	Canton	—	—	—	—	—	—	
Hongkong	Nov. 9	—	Brit. str.	700	Kwok Achong	Canton	—	—	—	—	—	—	
Shang	—	J. Ogston	Brit. str.	680	H.C. & M. Steamboat Co	Canton	—	—	—	—	—	—	
Kinshau	—	T. Burning	Brit. str.	1061	B.C. & M. Steamboat Co	Canton	—	—	—	—	—	—	
Kiu-Kiang	Mar. 5	T. Reeves	Brit. str.	1744	P. & O. S. N. Co	Yokohama	—	—	—	—	—	—	
Kishona	Mar. 12	Johnson	Brit. str.	1337	Vogel & Co	—	—	—	—	—	—	—	
North	Mar. 13	—	Brit. str.	900	Kwok Achong	—	—	—	—	—	—	—	
Norm	Mar. 31	—	Brit. str.	992	Molchers & Co	—	—	—	—	—	—	—	
Panado	Mar. 12	Cain	Brit. str.	1592	H.C. & M. Steamboat Co	—	—	—	—	—	—	—	
Pearl	Mar. 15	A. Bonning	Brit. str.	48	Bathfield & Swire	—	—	—	—	—	—	—	
Sevan	Mar. 16	Hayden	Amr. str.	386	Onward Insurance Co	—	—	—	—	—	—	—	
Sax Gull	Mar. 16	Hubert	Uap. str.	1186	Messageries Maritimes	—	—	—	—	—	—	—	
Sunda Mara	Mar. 13	Marethe	Brit. str.	820	Jardine, Matheson & Co	—	—	—	—	—	—	—	
Tania	Dec. 29	—	Brit. str.	652	H.C. & M. Steamboat Co	—	—	—	—	—	—	—	
White Cloud	—	A. G. Carrey	Brit. str.	250	Kwok Achong	—	—	—	—	—	—	—	
Yotsui	—	B. Brown	Brit. str.	286	Kwok Achong	—	—	—	—	—	—	—	
Yotung	Mar. 14	MacDougall	Brit. str.	—	—	—	—	—	—	—	—	—	
SAILING VESSELS.							IN PORT ON 3RD MARCH, 1891.						
Alden Boss	Dec. 16	Noyes	Amr. bk	842	Rozario & Co	Amoy	Amoy	Feb. 19	Bourner	Brit. bk	1788	Smith, Bell & Co	
Bonito	Dec. 12	Wagenaar	Amr. bk	472	Arnhold, Karberg & Co	—	—	—	—	—	—	—	
Calatua	Jan. 29	C. M. Noyes	Ger. bg	225	Rozario & Co	—	—	—	—	—	—	—	
Carl	Dec. 29	Thomson	Ger. bg	438	Arnhold, Karberg & Co	—	—	—	—	—	—	—	
C & Ida	Feb. 27	Kottils	Ger. bk	581	Molchers & Co	—	—	—	—	—	—	—	
Cores	Mar. 10	Harrington	Brit. bk	581	Molchers & Co	—	—	—	—	—	—	—	
Dirigo	Feb. 18	Staples	Brit. bk	688	Vogel & Co	—	—	—	—	—	—	—	
Euna	Jan. 22	Dehobert	Ger. soh	223	Captain	—	—	—	—	—	—	—	
France	Feb. 15	Exnelin	Fr. sch	499	Landside & Co	—	—	—	—	—	—	—	
Garibaldi	Feb. 23	Forbes	Ger. str.	670	Jardine, Matheson & Co	—	—	—	—	—	—	—	
Gessine Bros	Mar. 3	Trambach	Ger. str.	402	Wilder & Co	—	—	—	—	—	—	—	
Hayden Brown	Jan. 19	Harcour	Amr. str.	866	Vogel & Co	—	—	—	—	—	—	—	
Hoch	Jan. 19	E. O. Hayden	Amr. str.	1832	Tresselt & Co	—	—	—	—	—	—	—	
Highlander	Jan. 10	H. O. Thomsen	Amr. str.	1852	Vogel & Co	—	—	—	—	—	—	—	
Lilzie	Mar. 13	Hollen	Brit. str.	227	Christians	—	—	—	—	—	—	—	
Lucia	Feb. 10	Prosser	Brit. str.	240	Arnhold, Karberg & Co	—	—	—	—	—	—	—	
Mar	Jan. 15	F. Hallett	Amr. str.	732	Russell & Co	—	—	—	—	—	—	—	
Pora	Mar. 4	R. Smith	Brit. str.	683	Arnhold, Karberg & Co	—	—	—	—	—	—	—	
R. Robinson	Feb. 21	L. Smith	Amr. str.	1482	Vogel & Co	—	—	—	—	—	—	—	
Sarah Scott	Jan. 15	Estall	Amr. str.	961	Jardine, Matheson & Co	—	—	—	—	—	—	—	
Spartan	Aug. 27	Vincent	Amr. sch	81	W. H. Ray	—	—	—	—	—	—	—	
Sussex	Aug. 27	Clough	Amr. sch	1090	Russell & Co	—	—	—	—	—	—	—	
Twilight	Mar. 5	Watford	Amr. str.	1303	Captain	—	—	—	—	—	—	—	
W. S. Shing	Feb. 8	Scott	Chi. sch	409	Robert Atok & Co	—	—	—	—	—	—	—	
WHAMPOA.							IN PORT ON 24TH FEBRUARY, 1891.						
Amoy	—	—	—	—	—	Amoy	Amoy	Feb. 19	Bourner	Brit. bk	1788	Smith, Bell & Co	
Amoy	—	—	—	—	—	—	—	—	—	—	—	—	
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HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA

DEPT.	REG.	GUNS.	H.P.	CAPTAIN.
1st	torow sloop	4	120	Com. Errington
	steam corvette	17	400	Captain Hotiam
2d	sloop	4	120	Capt. A. L. Dodge
	steam corvette	14	350	Capt. Hon. A. Smith
3d	double-screw gun-vessel	120	Com. J. E. Smith	
	gunboat	4	470	Lieut. Com. H. H. Smith
4th	double-screw gun-vessel	4	100	Com. S. W. Richmond
	double-screw gun-vessel	4	130	Com. J. E. Smith
5th	double-screw iron frigates	4	180	Lieutenant H. C. Cleveland
	double-screw gun-vessel	3	100	Com. W. G. Scott
6th	sloop	3	95	Com. S. E. Green
	double-screw gun-vessel	3	100	Captain M. H. Nathan
7th	surveying vessel	4	120	
	double-screw gun-vessel	14	350	Captain H. G. Meade
8th	steam corvette	4	327	Lieut. Com. W. C. Smith
	gunboat	4	80	Lieut. Com. H. E. Smith
9th	gunboat	6	500	Com. Hon. H. G. Smith
	gunboat	2	327	Lieut. Com. M. B. Smith
10th	gunboat	2	327	Lieut. Com. O. T. Smith
	surveying vessel	150	Com. P. A. Aldrich	
11th	surveying ship	30	Commodore T. A. Smith	
	paddle dispatch-vessel	9	250	Lieut. Com. Anson

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.
	Russian gunboat	7	400	Captain Schanz
	American gunboat	8	400	Commander Hunt
Net	American corvette	8	791	Commander Jones
	Russian corvette	—	—	Captain A. Moxoff
Polina	French corvette	10	450	Captain Nakhimoff
Star	Russian corvette	5	250	Lieut.-Com. Schuch
	Russian gunboat	8	250	Commander Lieber
	Russian gunboat	8	250	Captain Kachalov
	Russian transport	—	—	Commander Star
Isabel	Russian gunboat	6	350	Captain Mathias
Polina	German corvette	8	2100	Commander Schuch
	Russian gunboat	4	320	Commander Escobar
	Russian ironclad	—	—	Captain P. Nakhimoff
Isabel	Russian ironclad	6	700	Commander Suez
Isabel	American gunboat	7	80	Commander Tatum
Isabel	Russian gunboat	7	80	Captain Kolozov
Isabel	Russian corvette	—	—	Commander Lieber
Isabel	Russian gunboat	8	300	Lieut.-Com. Guin
Isabel	American gunboat	—	—	Captain Maclellan
Isabel	German frigate	12	4800	Captain Glick
Isabel	Russian frigate	44	80	Captain Benham
Isabel	American frigate	—	—	Commander Boyl
Isabel	Russian corvette	8	80	Lieut.-Com. Guin
Isabel	Portuguese gunboat	—	—	Captain Algue
Isabel	French corvette	18	1100	Captain George
Isabel	American frigate	—	—	Commander Hise
Isabel	Russian gunboat	5	340	Commander Escobar
Isabel	Italian frigate	—	—	Captain Dabo

CANTON GUNBOAT SQUADRON.

NAME	FLAG AND REG.	GUNS	TONS	H.P.	COMMANDER
Vietory's gunboat		7	321	70	Godall
Revenue cruiser		7	321	70	
Vietory's gunboat		4	80	20	Stewart
Revenue cruiser					
Revenue cruiser		2	34	20	Chung-wing-fu
Vietory's gunboat		6	139	60	Bessard
Vietory's gunboat		2	32	40	Chitoseo Admin
Vietory's gunboat		2	32	40	Ching
Vietory's gunboat		2	150	40	Chua-ti-hu
Revenue cruiser		4	600	120	Palmer
Vietory's gunboat		4	120	40	Ling-shing
Revenue cruiser		5	160	60	
Vietory's gunboat		4	60	20	Caldor
Revenue cruiser		4	60	20	Read
Vietory's gunboat		5	180	60	A. Garoon
